

Pennsylvania DOT (PennDOT)

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3.5 Pennsylvania Department of Transportation

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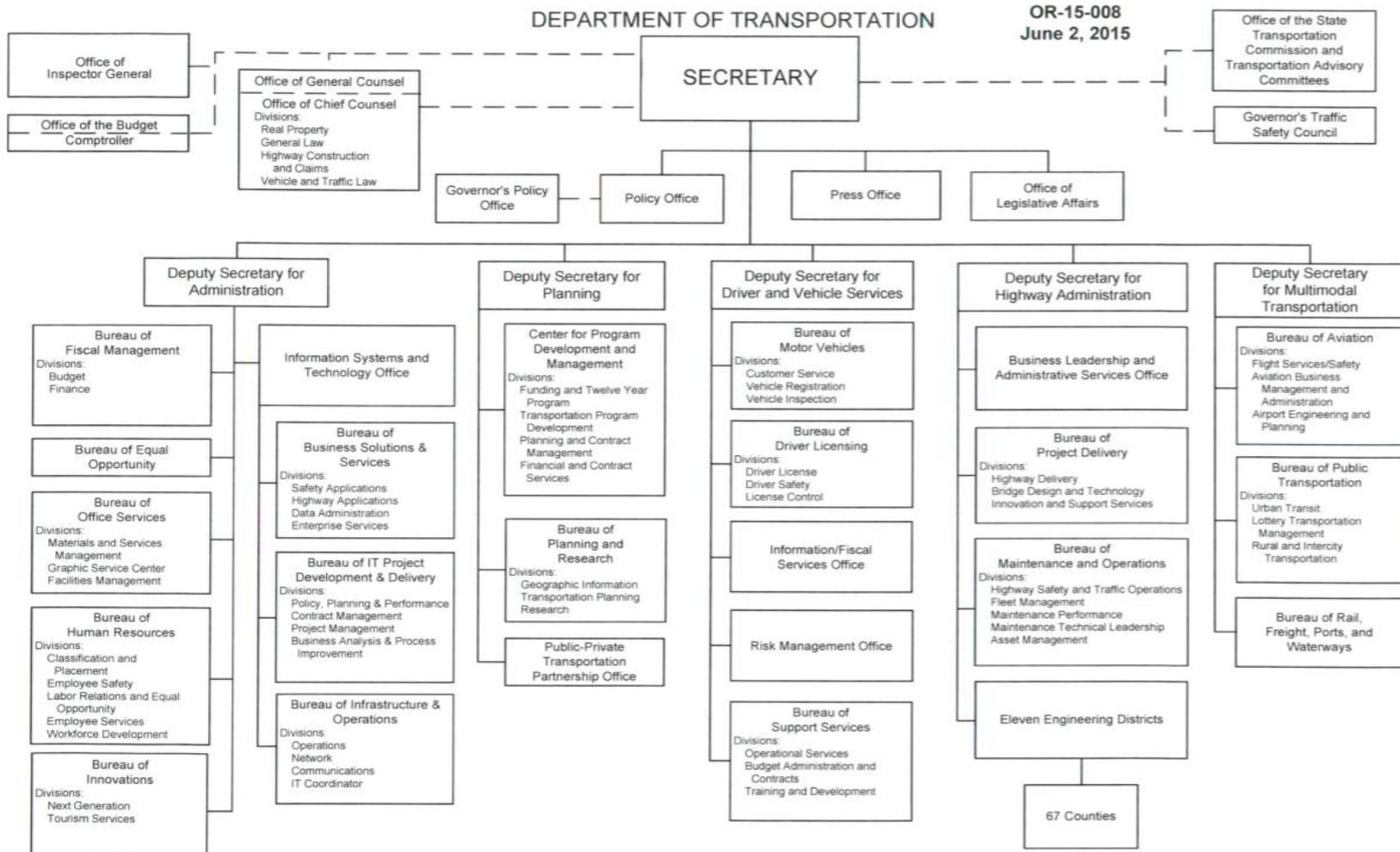
3.5.1 Public transport in organization structure

Organization chart by structure

- PennDOT was created in 1970 when the former Department of Highways was merged with transportation-related functions from the Departments of Revenue, Commerce, Community Affairs, and Military Affairs.
- PennDOT is divided into six main areas, known as Deputates. Each has authority over one of several transportation functions.
- The Local and Area Transportation Deputate oversees nearly USD 1 billion a year in grants for passenger rail service and mass transit. PennDOT is working closely with Amtrak to improve service on the Keystone Corridor between Philadelphia and Harrisburg.
- Pennsylvania ranks third in the nation in direct support of mass transit. This Deputate also manages relationships with municipalities and the distribution of USD 243 million a year in liquid fuels revenue to municipalities.

3.5.1 Public transport in organization structure

Organization chart by structure



Source: <https://www.penndot.gov/about-us/EqualEmployment/Documents/PennDOT%20Title%20VI%20Compliance%20and%20Implementation%20Plan.pdf>

3.5.1 Public transport in organization structure

- State Transportation Commission (STC) is a 15-member body chaired by the Secretary of PennDOT. It serves as the Board of Directors, conducts high-level evaluation of Pennsylvania's transportation system, and provides policy-driven direction with respect to the development of the Twelve Year Transportation Program (TYP), which is the Commonwealth's official transportation program.
- Multimodal department supports non-highway modes such as public transportation, bicycling, pedestrians, aviation, rail freight, and ports.

3.5.2 DOT Mission and Role for Transit

- With an annual budget of more than USD 9 billion in state and federal funds, PennDOT oversees programs and policies affecting highways, urban and rural public transportation, airports, railroads, ports, and waterways.
- PennDOT is responsible for supporting 35 fixed route transit agencies, shared ride providers, rail freight, aviation, ports, and driver and vehicle services. It provides assistance for approved operating expenses and capital improvements. State grants to transit systems are combined with federal and local dollars.
- PennDOT may operate service if service cancellation is imminent and no existing transportation organization can provide the service.
- It subsidizes operations and capital equipment charges for the Keystone and Pennsylvanian trains operated by Amtrak, as required by the federal Passenger Rail Investment and Improvement Act of 2008 (PRIIA).
- PennDOT's efforts to introduce consolidation and efficiencies in transit agencies:
 - Provide transit agencies with new compressed natural gas (CNG) fuelling stations.
 - Embrace technology to make the transit ride more accessible and customer-friendly.
 - Conduct feasibility study of transit consolidation and mutual cooperation.

3.5.3 Statewide Transit Systems

- **35** urban and rural fixed route transit agencies (many of which also provide community/demand response service)
- **18** agencies which provide community/demand response transportation only
- **411 million** transit trips in FY 2016–17
- Nation's **7th** largest transit system in Philadelphia and **20th** largest in Pittsburgh
- More than **8,000** transit vehicles
- **470** transit-related bridges
- **760** fixed-guideway miles
- **24** Amtrak stations
- **One** national and **three** regional Intercity Bus operators serving **373,090** passengers in FY16–17 and covering **2,331** route miles statewide and **13** intercity bus routes

Source: <http://www.dot.state.pa.us/public/PubsForms/Publications/PUB%20410.pdf>

3.5.3 Statewide Transit Systems

- **Over 120** daily trains and over **6 million** passengers annually along the five lines: Capitol Limited—Washington to Chicago via Pittsburgh and Connellsville; Lakeshore Limited—New York and Boston to Chicago via Erie; Northeast Corridor—Washington to Boston via Philadelphia; Pennsylvanian Service—New York City to Pittsburgh via Philadelphia (222,348 passenger trips); Keystone Service—New York City to Harrisburg via Philadelphia (1,538,164 passenger trips).
- There are **203** CNG-powered transit vehicles in operation at Pennsylvania transit agencies. In 2017, **321** transit vehicles were replaced with the help of state funding.
- More than **33 million** fixed-route bus trips and **3.7 million** reduced fare shared-ride trips are provided for seniors.

3.5.4 Regulations for Transit

Table 3.5.4.1: Key legislations governing transit

Act	Year	Description
Act 89	2013	Comprehensive Transportation Funding Plan (Act 89) is the state's transportation funding plan that was signed into law in November 2013. It eliminates the state retail gas tax (12 cents) and replaces it with equivalent increase in Oil Company Franchise Tax (OCFT). Counties and municipalities receive proportionally the same investment from the OCFT increase as they received from the 12-cent gas tax.
Act 88	2012	Pennsylvania Public Private Transportation Partnerships (P3) Act 88 of 2012 authorizes public private transportation projects in the Commonwealth. This tool allows PennDOT and other transportation authorities and commissions in the Commonwealth to enter into agreements with the private sector to participate in delivery, maintenance and financing of transportation related projects.

3.5.4 Regulations for Transit

Table 3.5.4.1: Key legislations governing transit

Act	Year	Description
Act 44	2007	<p>Act 44 required the PTC to provide PennDOT with USD 450 million annually for highways, bridges, and public transit, with Act 89 of 2013 modifying the payments to dedicate the full amount to public transit. In 2022, PTC payments to PennDOT for transit will be reduced to USD 50 million and then USD 450 million will be provided from the state’s General Fund. The goals of Act 44’s Transportation Funding are as follows:</p> <ul style="list-style-type: none"> • To create a sustainable program • Dedicated, inflation-sensitive, reliable revenues • Simple transparent funding distribution • Funding linked to <i>need</i> and <i>performance</i> • Sound investments and ongoing reforms • Accountable and efficient <p>The key changes it has brought about are as follows:</p> <ul style="list-style-type: none"> • Eliminates Classes 1-4 • Creates Public Transportation Trust Fund with five accounts • Funding distributed based on need and performance • Fully funds Programs of Statewide Significance
Act 120	1970	<ul style="list-style-type: none"> • PA State Law, Act 120 of 1970, as amended, requires PennDOT to prepare, update, and submit Pennsylvania’s Twelve Year Program every two years to the State Transportation Commission.

Source: Source: <http://www.projects.penndot.gov/projects/Progress.aspx>;
<http://www.dot.state.pa.us/public/Bureaus/PublicTransportation/GeneralInformation/Act%2089%20of%202013.pdf>; <https://www.penndot.gov/Doing-Business/Transit/Funding%20and%20Legislation/Pages/default.aspx>; <https://www.penndot.gov/Doing-Business/Transit/Funding%20and%20Legislation/Documents/Act44FundPresentation.pdf>

3.5.4 Regulations for Transit

Comprehensive Transportation Funding Plan (Act 89)

- Pennsylvania's most comprehensive piece of state transportation legislation in decades. The plan funds all transportation modes.
- Invests an additional USD 2.3 billion to USD 2.4 billion into transportation by the fifth year of the plan. The estimated funding for public transportation is about USD 495 million.
- Creates position of Deputy Secretary for Multimodal Transportation, who is responsible for transit, aviation, passenger and rail freight and ports.
- Creates a Multimodal Fund, which receives revenue from Turnpike, Unprotected Motor License Fund Fees, Oil Company Franchise Tax.
- Establishes Balanced Multimodal Transportation Policy Commission composed of legislative appointees and secretaries of DOT, DEP, and DCED. The Commission studies ways to implement balanced multimodal transportation in metropolitan areas and reports to the General Assembly every 4 years.
- Establishes an Alternative Energy Capital Investment Program for public transportation providers to invest in equipment and facility upgrades to utilize alternative technologies such as hybrid and natural gas.

3.5.4 Regulations for Transit

Comprehensive Transportation Funding Plan (Act 89)

- Creates a pilot project to test and evaluate new models of paying for and delivering shared-ride and community transportation.
- Authorizes Next Generation initiative to enable PennDOT to become a better business partner, modernize operations, and implement work sharing to yield more than USD 65 million in annual savings.
- Provides incentives, including local match waivers, for transit agencies to consolidate in regions if studies show potential for cost savings and efficiencies.
- Gives PennDOT authority to bond up to USD 500 million. Repayment would be from the Motor License Fund and bond money may only be used for projects specifically itemized in a capital budget itemization bill.
- Makes preventative maintenance eligible as capital expense upon written approval.
- PennDOT may conduct a State Rail Transit Safety Inspection Program, as may be defined from time to time by the Federal Transit Administration, to meet oversight requirements of the Federal Transit Administration. The public transportation modes covered shall include heavy rail, light rail, trackless trolley bus and inclined plane services and related facilities.

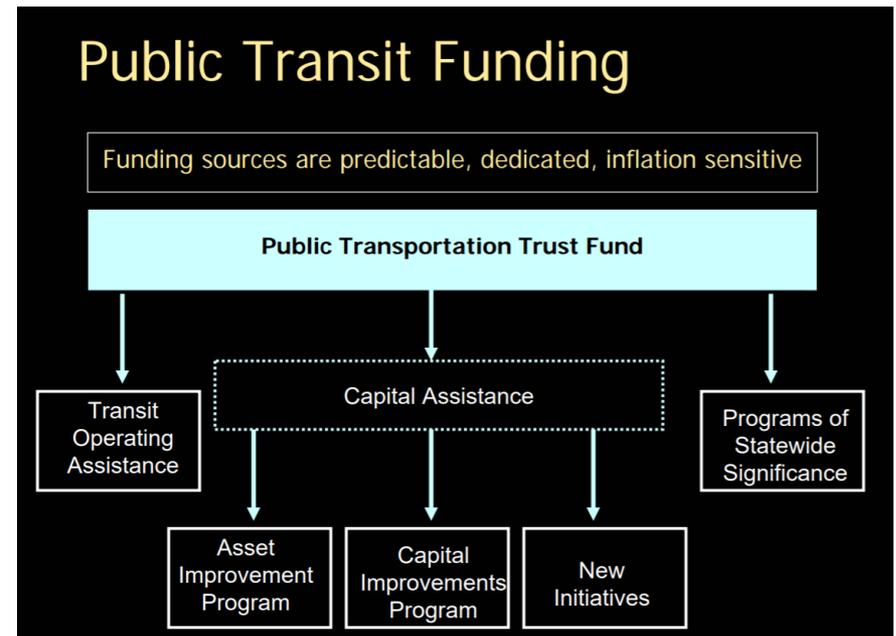
3.5.5 Funding for Transit

- Nearly three-quarters of PennDOT's annual budget is invested in Pennsylvania's approximately 120,000 miles of state and local highways and 32,000 state and local bridges.
- State funds for transit are supplied through various sources. The funding levels for transit, rail, and aviation projects are determined during the annual state budget process.
- Act 89 gradually shifts Turnpike funding out of transit operating and into transit capital. It sunsets Turnpike funding as revenue source in 2021, and replaces it with funding from sales tax on motor vehicles (general fund). Local match remains at 3.33% of state funds.

3.5.5 Funding for Transit

Public Transportation Trust Fund

- Accounts for 15% of state transportation budget.
- The Pennsylvania Turnpike Commission (PTC) currently is required to provide USD 450 million in annual transfer payments to support the operating and capital expenditures of public transportation across the state. The transfer payments amount would decrease to USD 50 million annually from 2023–2057, according to state law.
- Funds transit agencies for capital (such as new buses and construction) and operation assistance as per terms in the <https://www.penndot.gov/Doing-Business/Transit/Funding%20and%20Legislation/Documents/Act44FundPresentation.pdf>.



3.5.5 Funding for Transit

Multimodal Transportation Fund

- Much smaller part of the state budget — just 2%.
- Includes investments for more than 400 million fixed-route bus trips, the state's 65 operating railroads and 5,600 miles of track, 130 licensed public airports, and more.
- Meets critical capital needs of non-highway modes by funding projects that improve utilization of existing transportation assets and projects related to TOD.
- Funds 10 critical transit services (referred to as “orphan” projects because there was no established, ongoing funding sufficient to maintain them) in the Pittsburgh and Philadelphia areas.
- Grant program with the funds paid on a reimbursement basis. The project sponsor pays for the work as it is completed and invoices PennDOT for reimbursement. Local funding in an amount not less than 30% of the amount awarded is required.
- Grants are available for projects with a total cost of USD 100,000 or more. Grants normally do not exceed USD 3,000,000. Consideration is given to projects with costs over USD 3,000,000 should they significantly impact PennDOT's goal of creating jobs and leveraging private investment. More information is available at <https://www.penndot.gov/ProjectAndPrograms/MultimodalProgram/Documents/Multimodal%20Transportation%20Fund%20FAQs%2001.30.2018.pdf>

Source:

<https://www.penndot.gov/ProjectAndPrograms/MultimodalProgram/Documents/Multimodal%20Transportation%20Fund%20FAQs%2001.30.2018.pdf>

3.5.5 Funding for Transit

Public transportation revenue sources and uses (2016–2017)

Category	Amount (USD thousands)
Revenue Sources	
Multimodal Fund	140,810
Act 44 Public Transportation Trust Fund	1,327,831
Act 26 Pennsylvania Transportation Assistance Fund	215,776
Federal funds – public transportation and other	155,498
Revenue Uses	
Mass Transit	1,699,107
Rural and Intercity Transit	178,882
Free and shared ride transit	124,998
Passenger Rail grants	8,004

Capital Funding by Transit Agency

Category	SEPTA	Port Authority	Other fixed route	PennDOT discretionary
FY2017–2018	368.53	120.01	42.48	27.95

Source: <https://www.penndot.gov/about-us/Pages/Act-89-Funding-Plan.aspx>
<https://www.penndot.gov/ProjectAndPrograms/MultimodalProgram/Pages/default.aspx>
<https://www.penndot.gov/Doing-Business/Transit/Funding%20and%20Legislation/Documents/Act44FundPresentation.pdf>

3.5.6 Planning for Public Transport

- The Twelve Year Plan (TYP) is a multimodal, fiscally-constrained program of transportation improvements spanning a 12-year period. Multimodal means that the TYP includes all travel modes, including highways, bridges, public transit, aviation, rail, and bicycle and pedestrian facilities.
- The Four & Twelve Year Plans section shows highway, bridge, transit and aviation projects identified in the 2019–22 Transportation Improvement Program as well as our Twelve Year Plan.
- The State Transportation Improvement Plan (STIP) with the Transportation Improvement Plans (TIPs) are the first four years of the Twelve Year Program (TYP) and outline multimodal transportation improvements spanning a four-year period. The STIP covers the entire state and includes 23 individual TIPs representing the Metropolitan and Rural Planning Organizations (MPOs and RPOs). The TIPs feed into the statewide STIP.
- Federal law requires TIPs to be updated at least every three years. PennDOT’s planning partners, MPOs and RPOs, develop the TIP by soliciting public involvement as per their respective Public Participation Plan.
- The STIP addresses all modes of transportation, including public transit. It covers projects that intend to use federal and/or state matching funds excluding specified maintenance funds.
- The STC reviews and approves the TYP every two years and forwards it to the Governor, the Highway Administration (FHWA), the Transit Administration (FTA), and the Environmental Protection Agency (EPA) for their approval prior to the start of the federal fiscal year, which is October 1 of each year.

3.5.7 Partnerships

- PennDOT 20/20 is the umbrella to move PennDOT forward by solving current and future challenges. It gathers thoughts from employees and business partners to help ensure the organization is moving in the right direction, supports the State Transportation Innovation Council (STIC), and surveys various groups to monitor strategic direction and customer satisfaction.
 - WorkSmart provides a forum for PennDOT employees or teams to submit smart practices that are already occurring during the normal workday and share them department-wide, helping fellow PennDOT employees improve their work areas.
 - IdeaLink 20/20 is an online suggestion system for PennDOT employees to submit brand new ideas that could benefit PennDOT. IdeaLink 20/20 benefits PennDOT in the areas of cost savings, morale, efficiency, safety, customer service, and revenue generation.
- P3 Opportunities in transit aim to deliver transit-oriented development (TOD) projects in metropolitan areas and/or along the Keystone Corridor (Philadelphia to Harrisburg) as multimodal stations are upgraded. PennDOT is also interested in undertaking fleet maintenance projects on P3 basis.

Source: <https://www.penndot.gov/about-us/PennDOT2020/Pages/default.aspx>;
<https://www.penndot.gov/ProjectAndPrograms/p3forpa/Documents/P3%20Capital%20Screening%20Process.pdf>

3.5.8 Programs, Projects and Planned Investment for Transit

Type of program	Conditions
Capital Program	All capital projects on the statewide plan
Asset Improvement Program	Discretionary; 3.33 % local match
Capital Improvement Program	Funding by formula (passengers), no local match
New Initiatives	Priority for local match requirements of Federal New Starts, local match no less than 3.33 %

- The project placed on the TYP or TIP should align with the regional vision of the Long Range Transportation Plan.
- The Act 89 Progress section indicates the status of project commitments made possible by the state’s transportation funding plan.
- The list of projects under the 2019 TYP were adopted by the STC in August 2018. It identifies the project mode: Highways, Bridges, Airport, Transit, Rail; indicates cost by phase of project and total cost; classifies project as statewide or interstate; and denotes the time period in which the project is to be implemented:
 - 1 - First Four Years – October 2018–September 2022
 - 2 - Second Four Years – October 2022–September 2026
 - 3 - Third Four Years – October 2026–September 2030
- In February 2019, Pennsylvania Governor Tom Wolf announced that 50 highway, bridge, transit, aviation, and bike and pedestrian projects in 23 counties were selected for USD 44.5 million in funding through the Multimodal Transportation Fund. The projects are listed at [https://www.penndot.gov/ProjectAndPrograms/MultimodalProgram/Documents/2019-20%20MTF%20Selection%20List%20\(web\)_02.01.2019.pdf](https://www.penndot.gov/ProjectAndPrograms/MultimodalProgram/Documents/2019-20%20MTF%20Selection%20List%20(web)_02.01.2019.pdf)

3.5.9 Key Personnel

- **Leslie S. Richards**, PennDOT Secretary of Transportation
- **Leo D. Bagley**, Executive Deputy Secretary
- **Suzanne Itzko**, Deputy Secretary, Administration
- **George W. McAuley Jr., P.E.**, Deputy Secretary Highway Administration
- **James D. Ritzman**, Deputy Secretary, Planning
- **Kurt J. Myers**, Deputy Secretary, Driver & Vehicle Services
- **Jennie Granger**, Deputy Secretary, Multimodal Transportation
- **James D. Ritzman**, Deputy Secretary for Planning, P3 Office Staff
- **Michael Bonini**, Director, P3 Office Staff 717-787-3154
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